

# Old Fokkers

Old Fokkers made its first public appearance a few years ago but that funny little idea to take the piss came

about in 1992 at the Worri Yallock club in the Yarra Valley.

Arrangements on the day to produce a front cover shot of the late Frank Curzons Fokker E111 were unknown to the old bloke who told me off for

flying so close to Frank's model. Perhaps he was saving the battery in his hearing aid when we announced it. At least he waited until I landed my Graupner Heim .60 powered chopper and removed the 35mm slide film.

R A D I O C O N T R O L

# MODEL NEWS

Number 2 \$4.95



World's first production  
TURBO JET engine

Complete Australian World Championships Report

THE MAGAZINE FOR THE RADIO MODELLER

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DECEMBER 91-FEBRUARY 92

The second edition of RCM News is one of my favourites because it reported on the biggest aeromodelling events held in Australia. The 1991 FAI World Aerobatic, Pylon and Helicopter world championships at Wangarratta Victoria. There's a scanned copy of that article in the January edition. My behind the scenes contribution was selling advertising space in the official program. That was easy. No importer was game not to be in it. The editorial from that 1991 edition is an interesting read too. Shows what's possible when the aeromodelling community works together.

Unlike three other big inspirational events I've attended. Small thinking bloody mindedness eventually got the better of Adelaide Golden Era Air Races. That took years to kill off. Grand Southern Cross Rally and Sth Pacific Scale Masters were quicker. The pin was pulled after the first one.

I've plugged away for years with the air racing. Motivation was two fold. It was the best spectacle to get a crowd along. Compared to subjectively judged aerobatic and scale disciplines, scale racing is great fun to compete. Not a huge amount of effort and expense required either.

### Overseas Trip

My last jaunt overseas was the 2016 bum numbing flight to Sweden. Occasion was the FAI F4C Scale World Championships. The short version is Dad's Panther crashed six weeks before the event and he knocked up a Fokker E111. The jet was powered by Dad's home built GT200 gas turbine.



### Ready for static judging at the FAI F4C World Champs

Eindekker engine was the ubiquitous OS FT 160 Gemini.

A little bit a little housekeeping first, before I left on my next jaunt across the waves.

### NATIONAL AIR RACES

#### (Episode 1)

I re-purposed this apt event name created decades ago by Joe McGuffin, ex Aeromodellers NSW President. I felt that name would be in keeping with the view ex MAAA Secretary Ivan Chislett expressed at a recent PDARCS AGM. My application to use "Australia's best club" for air racing would be unlikely to be noted as Correspondence Received and published in the minutes in the club newsletter. Which struggles for content.

Just like the majority of model clubs around the country. I'm seen as a trouble maker by some and with recent changes on committee I had another crack at it. To support my application, I decided to start contributing with articles for the newsletter. Testing the waters. That started late last year. Along with a small sponsorship offer for the PDARCS Scratch and Kit Built Rally.

Sponsorship similar to one accepted at Shepparton Mammoth Scale. The Kit Built offer was declined because "*the focus of the event is to promote the building of models and the flying aspect is very limited focus.*" Sent same sent to the scale people. That was referred to committee. Never heard back.



### Folding wing Panther powered by Dad's home built GT200 gas turbine

# Celebrating model aircraft competition flying, then and now

From the 1970s through mid 1980s. Most model aircraft clubs in Melbourne held annual RC airshows. Proceeds from gate takings were often split between a local charity and funding improvements at the field. This does not happen now. Short five minute demonstrations of a multitude of disciplines, all in one day, ties in with VMAA's sporting club emphasis.



FAI F4C Scale



FAI F3J Gliding



FAI F3D Racing



IMAC



FAI F3A Aerobatics



FAI F3C Helicopter



FAI F5B



Scale Air Race



Classic Pattern



Jets



Drones

Musical Planes

Helis then and now

Scale Glider Tows

Free Flight

Control Line

To P&DARCS Committee I sent the following proposal.....

*"Before I proceed any further I request this concept be put on the agenda for the next committee meeting. Issues such as crowd control etc will be answered but in the meantime there should enough information on the website for committee members to consider making the date available. Subject to all the above. If the date can be confirmed I will then apply formally when the new SIG form is available. Naturally that process will be subject to meeting the usual criteria. Which has all been done before.*

*For the next three years I would like to conduct an annual two day event competition / display event at Burley Field. Date would be the first weekend after King's Birthday starting June 13-14-2026.*

*Operating from the main runway will be Large Scale Air Races with demonstrations of various competition categories in the breaks between rounds. One of the alternate runways will be used to conduct a series of club style fun flying tasks with 3S electric powered sub 2kg foam sport models. The idea is to inspire Bronze and Silver Wings credentialled flyers to consider going for Gold Wings and clubs to conduct simple fun comps.*

*A special interest Not for Profit club has been organised and ready to lodge with ASIC to affiliate with VMAA. This event will be inviting spectators and charging a fee at the gate. Gate takings will be spit 50-50 with half going back into the event. The other half going to Royal Children's Hospital Good Friday Appeal. Presenting the cheque by flying a large radio controlled paper plane,*

*styled after the club logo is one PR idea.*

*As far as competition display flights goes my intention is to invite credentialled PADARCS members in the first instance. High performance air racing categories above 7kg will be by invitation whereas F2 and Texan (under 7kg) is open for Gold Wings rated MAAA affiliate members. Australian Air League will provide manpower Airside.*

*Asking club members to assist running the event is not required. The idea is they can come along, sit back and enjoy the spectacle.*

*To ensure the club gets some financial gain, we would like to pay \$500 per day for the two days for the use of the field.*

*Our website has further information. Please note the Google search engine feature has been disabled to keep it hidden. At this stage it has had no views and unlikely to until we start promoting.*

*<https://www.speedweekend.melbourne>*

*On a personal level, DARCS and later PDARCS competitions were a big part of my early flying experiences with my father. Part of that rich history is iconic racing events such as the 100 lap pylon and NEC three hour enduro. Using RCM News magazine, to promote events I have conducted at Yarra Valley in 1997, Cobram 2011 and 2012 and Sandown, were big picture events to support the Australian Hobby Trade I grew up as part of.*

*This event is supported by the Australian Agents for Futaba and JR and invitations will be sent to others. It is not intended, nor will it, be seen as a Futaba Pro Shop promotion." Stephen J Green. Aus 5932.*

*Sent that off then went on a short holiday.*

## 2025 Overseas Trip

No bum numbing seat for twenty hours, this time I had a bed. Passport not required. I got to experience high speed grand touring on brilliant roads through absolutely fabulous scenery, with five aeroplane minded people on a range of different bikes. The condition of those roads compared to what we have to put up with in Victoria is what made all of us quite angry. Yep, the ideal motorcycle for safe grand touring Victoria's roads is an adventure bike. Large wheels and long travel suspension.

Never been on a ship before so I went over the day before just in case motion sickness laid me up. Got off the ship 7.00 am. It was Halloween Eve and the locals were



My first four cylinder inline



Three locos means a long long train and the driver asked if I wanted to cross first



Six deliveries to do this delivery driver missed it by that much

into it. Spooky decorations were on special. A couple of items purchased from a Supermarket. Followed by a visit to Bunnings for cable ties and a pair of side cutters. The rear end of the Kawasaki was decked out. That spur of the moment decision was to pay dividends later.

Lame arse giant tourist attractions, buzzwords and crappy marketing claims are a running joke with mate of mine. Funny, interesting or quirky signs is another. A quick thirty minute trip to photograph the giant penguin cost me five hundred bucks when the bike toppled over off the side stand, whilst photographing the thing. Two hundred kilograms, plus thirty luggage? The helmet got in the way and dented the tank. I replaced it. Wow! Bell helmets and others priced at \$150? Priced for locals who need two perhaps? Others may disagree but at any rate my head is worth more than \$150. To me.

All one needs to do to find out if you have a large bunc is visit a motorcycle shop. I learnt thay years ago. At \$799 the Bell helmet was my first choice. But it was too small. They all were. Except for one Nolan at \$499. The others arrived Saturday morning and we met at the



Decked out for Halloween



Giant "Fairy" Penguin would be a tad more accurate



### **A very shitty experience at Devenport Macca's**

worst MacDonalds store any of us have ever visited. Shit service equally matched by the condition of the toilets. How that franchisee has managed to get away with appalling cleanliness and service is an indictment on Macca's area manager. Assuming it has one.

We had two days of sensational riding the west coast to Hobart. Lots of tight twisty stuff working up the side of mountains and I got out of the way of the better rid-



### **Come on guys!**

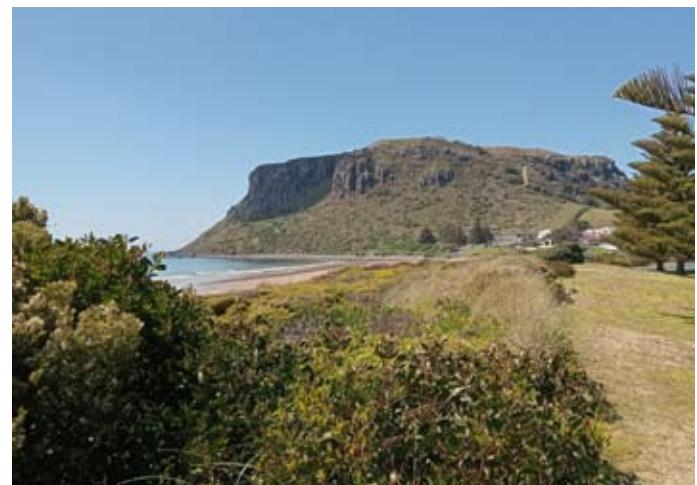
ers. The long sweepers through valleys where you can see what's coming is what I enjoy the most. Departed Hobart towards the east coast we had two hours of rain. Which cleared to reveal good roads for motorcycling, albeit not as spectacular. By the way, that pic of the jocks? Courtesy of the complimentary Tim Tams, that was a gag. One of the chaps has an aircraft maintenance business and



**Not being able to ride fast enough to gain enough time was beyond my pay skill level.  
Finding a safe vantage point on corners was the preferred excuse for my photos not  
doing the roads justice**



**Cruise control, adjustable windscreen, heated grips, heated seat, heated rear seat, adjustable suspension, engine modes, GPS Nav, ABS brakes, traction control, the BMW Mother Ship cruises on by**



**Great slope soaring site near The Nut**



**Possible typo**

**Not listed on the tourist brochures but just near the Nut we spotted this giant pair. Poor bugger, we all felt his pain**



**Contractor paid per label?**



**STOL**

we visited his friend's interesting collection of kit built sport aeroplanes. That gentleman had quite a few great cars and motorcycles too.

The last day we called into a wonderful car and motorcycle museum in Launceston. Although I've never owned or ridden one, my favourite bike was the Yamaha RZ 500. Having owned a few Yamaha RZ 350 two strokes that was a given. I bought my first motor-bike from my brother Michael. One hundred dollars for a Yamaha RD 350-R5. Steering damper, Mars leather jacket and water proof Vandremini boots included. hose early strokers bring good money now. Had to buy a helmet. Purchasing that Bell Tour Star provided the first inkling as to the size of my cranium.

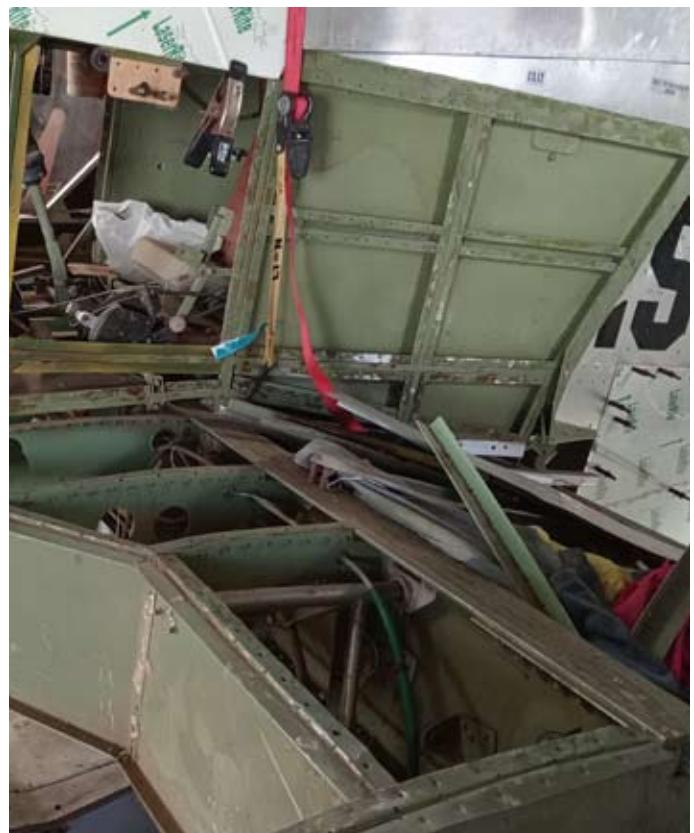
Favourite car was the big Mercedes salon. Steve McQueen purchased one after being passed doing 130 mph



**Foxbat**



**Engine will be BMW**





**East coast, not as spectacular but still good**



**Yamaha RZ 500**



**Suzuki GSX 750**



in his Porsche 911. Although I've never owned or driven one of those big high speed lungers either, I have experienced a little grand touring in my old 1978 450 SE along the Monaro highway from Cooma to Gippsland. The Tasmanian roads offer so much more. You can forget Victoria's biggest tourist attraction.





## Aussie muscle

To experience the thrill of the heavily policed and speed limited Great Ocean Road nowadays, no power, no road holding, heaps of body roll is the go. Very average handling, the ideal car for that road is a Vauxhall Viva.

One thing I did notice was each of the pilots did a daily check of the oil level. After 3,200 km my twenty four year old Kwaka used 250 ml. Second



**They raced these?**



**Two pilots fitting a Michelin Pilot Sport**



**Cable ties to the rescue**



**Looks like a Harley, sounds like a Massey Furgeson, the Kawasaki Mean Streak was Dave's ride, Travis - Kawasaki Ninja 300, Glenn - Suzuki GSX 600, Scott - Yamaha Tracer 900 GT, Damien - BMW R125RT**

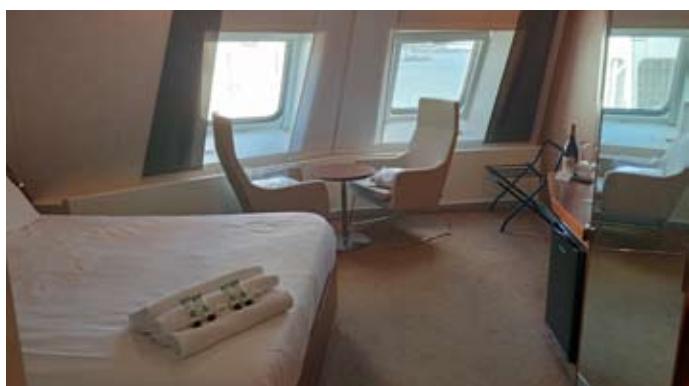
last day crossing the Derwent out of Hobart is where Damo and I lost the others. Courtesy of Google Maps, their impromptu off road adventure, resulted in a flat tyre. CO2 canisters and a twelve volt air pump on board, the Mother ship came to the rescue when we met up later that evening.

The tyre was replaced the next day. Which was the last day. Actually the only thing that caused any angst was the quirky motel owner on that last night. He hated Harleys. Turned out an inadvertent slip by Damien and myself that one guy was riding one resulted in four beds short sheeted. Who'd have thought!

The only mechanical problem occurred the next day. Just before we exited the freeway the gear lever fell off the 300cc Kawasaki and it hung off the linkages. That Halloween decor turned out to be quite fortuitous. The purchase included cable ties and that's what held the lever in place to get back to the boat. And the return trip to Melbourne.

Being my first trip on a ship I listed quite intently to the emergency briefing departing Geelong. A mental note of what deck the bike was parked further assisted by this announcement over the PA. *“Would the owner of motor-bike BK622 please return to your vehicle. It's blocking the exit.”* The return was not as eventful.

A couple of weeks after Tassy I received the answer I half expected. My credentials were a problem. Thank you to the professional person who had the decency to



**Scored a cabin up front under the bridge**

give me a straight answer. At least I did not waste any more of my time and money setting up a new club entity. The fact my event proposal at *“Australia's best club”* was turned down, for the third time, was not a problem. Copped that on the schnauzer. Actually it did me a favour. Australia's best club? Not my word not how I describe the place. Not by a long shot. Thought about it overnight then cancelled my membership.

The system of not paying out a share until a new one comes along means I will probably be dead before my money from the Co-Op comes through. To my knowledge the number of people on that list has never been published. I've heard the number is around fifty. (50x\$1400?) Take that of the balance sheet! That fact has always made me cringe. Amongst other things the air racing event could have gone a long way towards paying out shares.

Yep, you can't polish a turd. This gold plated trophy below goes to those on PDARCS committee who voted in the negative. All I know is the decision was not unanimous. Paraphrasing the reason given. *“In principal the idea was okay but dealing with me was not.”* Frankly it's just easier to pay the money and hire Sandown.

Hey Old Fokkers, try sending me another *“bringing the club into disrepute”* letter now.

The biggest event Burley Field has seen for decades was the Scale Aerobic Nationals. One item that the Facilities Manager should have had the check list was the septic tank. Not emptied. Shit floating everywhere.





## South East Purification Plant - Number 2 turd stirrer - (pic by Aerial Close Ups)

Thanks to my previous life shooting film from radio controlled planes, and helis, I can pass on a little inside knowledge of the subject Melbourne Water engineers prefer to call The Product.

That corporation used to be known as the Board of Works. Yep. Your business is their business. Now that I am aware my credentials are not sufficient to satisfy PDARCS, I've taken a good look at myself, and organisations that have been happy enough to invite me back.



heading for new heights.

Picture: BRUCE HOWARD

Melbourne's cut-throat business world is facing an aerial attack.

Local entrepreneur Stephen Green, 28, has set up a business, S.G. Photo Air, which is based on photography from a model aeroplane.

People wishing to own a close-up aerial picture of their home or business are the usual clients.

"I originally strapped a camera to the outside of a model plane and took some shots but they were

usually blurred by engine movement," he said.

But with a new design Mr Green is averaging about six usable photos from a roll of 36.

Mr Green said he was aiming to celebrate Australia's Bicentennial by becoming a millionaire, although he admitted his company was still young and he was unsure of its potential.

"I think I can make a living out of it, though," he said.

- NICK PLACE



Stephen Green ... heading for new heights. Picture: BRUCE HOWARD

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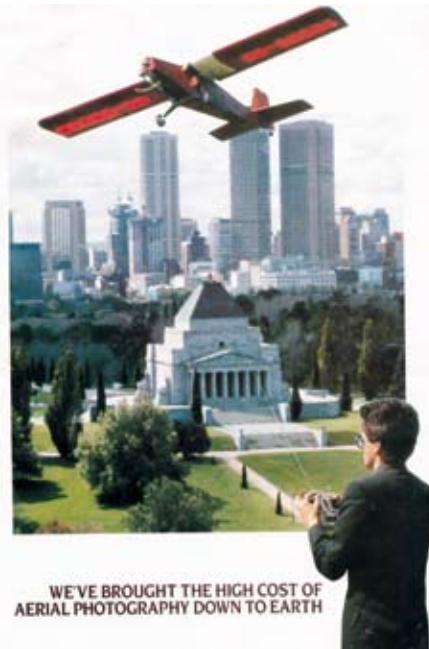
ains | Price peg in place

wn warns on Higgins | Price peg in place





**Pic taken in Royal Park**



**Deep etched here\*** \*Colloquially known as Photo Shop. By the way, that is not have ever held the transmitter



**#1 was scratchbuilt**



**Dartmouth - Mt Beauty High Tension Powerline Project**



**The Slug -Dad built the fuselage  
I built the wing**



**SEC Film crew - Tower 67 documentary**



## **Client List**

State Electricity Commission  
Powercor  
Melbourne Water  
Theiss Contractors  
John Holland  
Gutteridge Haskins Davey  
Henderson & Lodge  
AV Jennings  
Tattersalls  
Dutton Garage

Australian Grand Prix Corporation  
Phillip Island Grand Prix Circuit  
Sandown Raceway  
Calder Park Raceway  
Winton Raceway  
RT Edgar  
Jones Lang Wooton  
Barry Plant Real Estate  
Australia Road Research Board  
Crawford Productions



**Dad built the wing  
I did the fuselage**



**One of the easier approaches**



Taking the piss struck a nerve



**“Search the parks in all your cities,  
You’ll find no statues of committees”**

Blowing off a little steam to deal with double standards at this club, knocking out a short video was a system I developed during COVID. Leave it visible a day or two for club members to watch, park the thing and move on.

The above video is my all time favourite. Click the You Tube link if you are interested. It's main achievement was to highlight that committee members should actually listen to the membership and do the job they volunteered for. Anyone serving on that committee who thinks the content of subsequent videos did not reflect a good percentage of the membership is misguided. Turned out my observation about the mowing was on the money.

It finally forced the Secretary to

actually publish minutes of the meeting in the newsletter. Not publishing a reasonably crafted set of minutes and financials in a timely manner is when Ivory Tower comment gathers strength. That happened at a national level too. Tim Nolan fixed that. Same problem also rectified in Victoria by Tony Wilson.

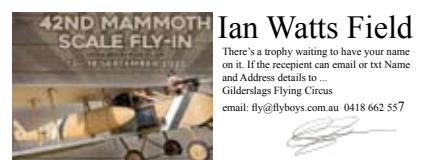
The majority of PDARCS members would be unaware my father paid for this gate. Progress was interrupted by person or persons unknown and it was never completed. A finished version can be seen at any farm running cattle. One pole each side. Humans can pass through. Cattle cannot. No keys needed.

The club did attempt to repay the five hundred spent but the response was less than courteous. Mum did



**NEWS is often referred to as a hatchet job by someone does not want something published**

## **Best Landing Encouragement Award**



**Ian Watts Field**

There's a trophy waiting to have your name on it. If the recipient can email or txt Name and Address details to ...  
Gilderslags Flying Circus  
email: fly@flyboys.com.au 0418 662 557

Stephen Grieen AUS 5932

## **Congratulations to Alex Butler flying his Dad's Travelair**

quite a bit of volunteer work and Dots Day was meant to raise funds for a charity.

If you are new to the hobby and have stumbled across this piecea and wondering what this bit is all about, please don't be put off. Join a club and learn to fly RC. If flying ends up not being your thing, but you've made friendships and stay on as committee to be part of the seen, that's great. Thanks for mowing the lawn, licking the stamps, doing the website, fixing a gate, balancing the books and recording the minutes. Just don't make the mistake of thinking your position now makes you an expert in model aviation. It does not.

# Hatchet Job

Brian Green  
22/27 Jefferson Road  
Garfield  
3814

7/07/2106

To:  
Mr. D. White  
Secretary P&DARCS  
PO Box 131  
MDC Cranbourne  
3977

Dear Don,

I have received the letter of June 27<sup>th</sup> in relation to the proposed public flying display in October promoted as Dot's Day. This letter arrived on Monday July 4<sup>th</sup> which made it impossible to bring the matter up at the last club meeting. The previous club committee meeting was held on June 23<sup>rd</sup>.

When our family raised the subject of fund raising for the Cancer Council of Victoria, one option I put forward was using my organisational skills to organise and promote a public flying display. As an example, both my Daughter and Grand Daughter are participating in the Kokoda walk to raise funds for the Cancer Council. The Facebook address for donations is: Kokoda For Our Loved Ones. In regard to a public display, several suitable locations were available, but my suggestion was to hold the event at the P&DARCS flying field. There where several reasons for this:

I am a long time member of the club and are aware of the facilities available for such an event.

Many local councils are drafting by-laws to prohibit the flying of 'Drones' within their boundaries. While some may argue that we do not fly drones and all flying is done on private property, such laws would not apply to our activities. I suggest that is a gamble. However by using our facilities to raise money for the charity, Cancer Council of Victoria, would enable us to claim we are a responsible organisation and as such may enable us to avoid the consequences of any such by-laws.

It is patently obvious that the flying activity at our field is in serious decline. One only has to check the on-field cameras to be aware of this. I suggested to the committee that a club stand at this display may result in attracting new members. There is no mention of this in the letter of 27<sup>th</sup> June.

I also suggested that the club could supply food and drink at the event, for example a sausage sizzle. The proceeds of this would be kept by the the club. The committee's email response was and I quote.

"The Committee have to decline the offer to run the catering as we do not have anyone available who can do this."

I find this fascinating. From a club with a membership of 150+ the committee is unable to provide sufficient members to undertake this task. And I cannot recall if this request was put to a general club meeting asking for volunteers.

At the club meeting of June 4<sup>th</sup> I stated that, other than members who volunteered to assist in holding the event, other persons would be charged the admittance fee. There was no

dissent from those members present at this meeting. Clause six of the letter from P&DARCS disputes this by insisting that club members are not required to pay but may offer a donation. Proving that spectators are financial members of the P&DARCS complicates the entry procedure and as such cannot be agreed to.

It is now more than two months since the general club meeting agreed to my proposal for this display and I have not yet received the two forms that are required to be signed by the committee. This delay makes it extremely difficult to organise the extensive promotional activity necessary to make the event a success.

Over the last two months, I have received considerable verbal support from club members, it would appear that the committee does not represent the view of those members.

Over the decades I have been involved in committees at many levels, Club, State, National and International and as a result of that experience I generally classify members of committees into three groups. Those who say, "why don't we do this." Most say, "great idea let's do it." The final group is the Butters. "But, but, but!" Unfortunately on the P&DARCS committee they seem to have the loudest voice.

In consideration of all of the above I have decided not to proceed with organising the public display, Dot's Day at the P&DARCS club field.

Regards

Brian Green

### **Big Events**

Dad was the current Australian F3A Aerobatic Champ when he competed in the 1971 FAI Worlds in USA. He placed 43rd. On his return locals asked what went wrong. " Nothing. Just not good

enough." And he set about raising the standard. In 1973 Australia fielded its first three man team.

In 1991 Australia got to hold the event in rural Victoria. Dad was at the helm. My contribution was sell-



Australia's Brian Green flew an O.S. 60R powered Dragon Fli, designed by Phil Kraft. He's Australia's current R/C champion.





**In 2011 the two day scale air race meeting paid for the concrete. The 2012 event paid for the shade structure. And a fridge etc**

ing advertising space for the program. That was shit easy. No importer was game not to be in it.

My second crack at building a big rural event was in 2011 and judged its success in a couple of ways. Number of entries and the amount of money it raised for the club. "Leave me alone to organise and run the thing and it will make ten grand for the club." That was the hand shake deal when I quoted the outcome, up front, with the Club President Bryan Harper. It netted seven grand. Repeated in 2012 it made the ten. Bryan and I did that event together. Committee of two.

**RCM News** Issue 135 Jan Feb 2016 \$9.95

Radio Control Model News

Aircraft Heli Multirotor RPA Airshows Building Buying Flying

See us at Sandown F1 Jan 31st

Hempel 50% Pitts Special  
Jet Eagle 40% Vampire  
Multiplex 100% the Rockstar  
Multiplex Acromaster

FLIGHT SCHOOL

Dangling the Dunlops

**3000 run ons of the 32 page full colour spread in my favoutie edition were given out as programs to the public at Sandown. \$2000 F1 Air Race prize money sponsorship by Betta Electrical**

**THE DUTTON AIRSHOW**

**GREAT FAMILY ENTERTAINMENT**

SUNDAY MARCH 2011  
1 PM to 5 PM Caulfield Race Course,  
WEST 11 CAVELDA ROAD, MELBOURNE  
AUSTRALIA STEPHEN DUTTON on 0411 162 162  
AIRCRAFTS 200 CHILDREN 15, FAMILY 125, SCHOOLS 15  
ENTERTAINERS 200

Model hobbies are small, much cheaper than they were 20 years ago. Technology has advanced amazingly as well. Even the engines are easy to start now. You can right now own just about anything that has driven us with "Gas" have had. 3 speed gear transmission, over 1000 hours. Aircraft have 2 cylinder radial engines, most planes and much speed up to 200kph. Jet engines are now available. Just as the motor can go under it with a transom. You can talk to all the experts at the "Dutton Airshow".

100% F1 AIR RACE, CAVELDA PRIZE FOR THE WINNER AND ACHIEVING AERIAL, PLANE RACES AND DISPLAYS

### Airshows at Caulfield and Sandown



### Dutton Airshow 2000 - How dare I organise a display without going through VMAA

My first go was in the Moffat versus Brock days. Dad, my brother Michael and I used to go the Hang Ten Sandown 500 and ponder the possibility of an RC airshow. The Dutton Airshows in 1999 and 2000 got right up the nose of a few at VMAA. Guess where a couple ended up? Pilots invited were told they would not be insured. Showing each a copy of my public liability fixed that.

Sandown 2015 was another go at that long held ambition to hold a big city aeromodelling event. I organised it pretty much all by myself. In dollar terms it wasn't a success. It cleaned me out but over time I hoped to get my investment back. Two highlights for



**Repeated by MAAA the following year**



### Chris and Kevin Callow

me. Filling the exhibition area entirely with models was gratifying. Five time FAI F3D World Champion Chris Callow's 36,000 rpm 350 kph racer screaming down the main straight. What a hoot. That first run past the exhibition area under the grandstand cleared the room in seconds. Folks ran outside to see what the heck it was. Traders in the middle of a sale actually complained to me about it.

MAAA conducted it the following year. The Betta Electrical F1 Air Race final was upgraded to five planes. I would have loved to compete in that. Former president Mike Tonks presenting Chris Callow's life time achievement award was another highlight. Getting a young boy and girl to have their first RC flight in front of people was too. Never did find out if the family who won the ready to fly trainer ever flew it. Promoting aeromodelling by presenting professional flying and inspire people to visit a VMAA registered club field was the whole point of the event.

Membership turnover at club, state and National level has consistently been around 20%. The median age at MAAA is now 65. People at VMAA have consistently based what could go wrong at my public display efforts, by their own flying abilities. Fortunately some new people have volunteered at state level. Thank you. Re-gurgitating this is partly therapeutic. Perhaps it may make a difference to the next generation. Wishful thinking.

Like Cobram I had planned to hand that event and Sandown over to someone competent. Then I could just fly in it. Didn't happen.



### Five plane final

#### Remote Pilot Licence

In 2020 there were 19,270 RePLs in Australia. In 2024 that grew to 36,271. In 2020 CASA issues 2121 Remote Operator Certificates. ReOCs in 2024 were 2802. I have both. Banning commercial ops at club fields further enhances our amateur status within professional aviation. Watching the way Monash Uni group operates at the Police Paddocks would be of interest to most club members.

Those interested in flying at least. Not those who just talk about it. A good synergy being missed. The amount of



**Pun intended, tanks a lot to Neil Tank, Tim Nolan and Carl Bizon for assisting my PR efforts at this fantastic venue**

**Former VMAA Executives under this watch.... Tanks for Nothing**



**Ballarat Airshow 1999**



**Flight planned for Turn 12 Phillip Island**



**2001 World 500 cc  
Motorcycle Grand Prix  
Phillip Island**

time and dosh I put into gaining mine, I wouldn't risk doing the wrong thing, however, that's the context of how commercial ops have been portrayed. Opportunity lost.

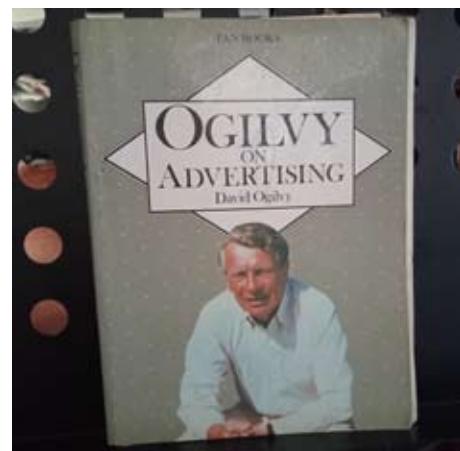
The photo (above right) was a demonstration of professional flying. The cartoon below was how I sometimes quoted full size pilots for flying lessons. Helping someone to fly with non

**Middle page  
fold out  
A3 Aerial  
Close Ups  
brochure  
circa 1987**



compliant gear at a club field and not saving the model for that reason would be a brave decision. I would never do that but I wouldn't risk that gear in front of the public.

Any normal person will understand the benefit of insurance but is radio control flying the only past time that uses it as a key selling feature? Full size aviation doesn't. Nor does the auto trade. Motocross, go-cart, gun clubs don't either. Just



**Market research was how he  
made his name**

my opinion but most people understand what goes up occasionally comes down. Highlighting insurance adds to that negative. Jumping down off my soapbox now, this is one of my favourite books.

### **Ogilvy on Advertising**

I don't read fiction. Nor have I had any interest in publishing it. That style adequately covered with fancy layouts and puff pieces by others. Quote. *"Research suggests that if you set the copy in black text on a white background, more people will read it than if you set it in white type on a black background.*

Newspapers, what's left of them, still



**Seventy five dollars per hour or ten bucks per save**



## Pakenham started going down hill soon after Wattsy left for Shepparton

do that best. Here's another gem about market research that small organisations might find useful. *"If you cannot afford the services of professionals, do it yourself. Informal conversations with half a dozen housewives can sometimes help a copywriter more than formal surveys in which he does not participate."* One more. *"In my experience, committees can criticise, but they cannot create."* All three I've found to be true.

Doubling the advertising sales in RCM News is how I judged that. As for promoting the hobby, that's just like pissing in a dark suit. If summing up decades of attempts has come across as a rant, so be it.

## Australia's Best Club (part 2)

Hardly. Take the three hour drive to Albury and take a look. Cancelling my membership was a Christmas present to myself. That place, and that gate, reminds me of a resentful undertone towards myself and Dad for years.

Members would be unaware of the \$50 bill I sent the club for publishing an RCM News cartoon with asking permission. Paid good money for those. After it was paid I replaced the tatty HobbyKing windsock with the Multiplex one. Just in time for the Scale Aero Nationals. That Hobby King windsock is a good example of how igno-

**speedweekend.melbourne**



The past decade these two models now hanging up in Dutton Garage Richmond have done more to promote aeromodelling image than nickel and dimers at Burley Field

rant modellers can be of commercial reality. Requesting sponsorship from Aussie business on the one hand then promoting overseas firms, with a freeby, on the other. I bought that up with president at the time. Who just didn't get it. Didn't give a toss. Perhaps that attitude has changed now his son has a part time model business.

## Putting back into the hobby

A bit of factual information is one way. Any club newsletter editor is welcome to publish excerpts from this edition and other Flying Futaba newsletters. Which are available from my website. On condition the website on the footer is included, all I ask is you contact me and request the relevant pages. They can be sent it back as individual A4 PDFs. That way you drop each page straight into Microsoft Publisher and avoid some of the political piffle I've reported on occasionally. Subjects such as this. If you publish but don't ask, your club can expect a bill.

It's been common knowledge for quite a few years that a Greeny's Meanies idea probably won't get up at



Hobby King windsock at Burley Field



On location to shoot a video request to Allan Moffat



## One last hurrah!



**Beating up Burley Field**

PDARCS. Presenting an idea during general business and having it voted in the affirmative or negative is how clubs are supposed to work. After seeing Dot's Day given the Chinese water torture treatment, when a few of the old guard began vacating, for speedweekend I decided to go through committee first. Just another case of the more things change, the more they stay the same.

### Aerial Mens Shed

Over the years that club slowly morphed into a hobby farm, with a bumpy bush strip. The next few suggestions were sent privately to committee a few years back. Didn't hear a peep. Keith Quigg has incredible patience dealing with those oldies. I don't know how he does it. All the best matey!

SJG.

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Shire of Cardinia continues to expand. Encroaching suburbs full of potential newbies?

## FUTURE PROOFING YOUR CLUB

I started flying RC as a member of GAGS in Geelong. The club lost its field at the Belmont Common a few years after council put in a baseball diamond.

MARCS was the first RC club in Melbourne. Club lost its field recently. Doo gooding lovers of ancient grass won out there. I cannot help wonder would that be the case had it created and maintained a good corporate citizen profile. Opted out of that club years ago but I dips me lid to due diligence by the Secretary for reading out my letter suggesting the club put my key deposit towards a head job for the grumpy prick who made members

visits a misery. Apparently that got a bit of a laugh at the meeting.

New area approval regulations could well mean DAC and LDMFA are on borrowed time for anything over 2kg. Been a member of both. Called past Lilydale a few weeks back. Someone was doing an excellent job splitting his fourstroke Stearman within the confines. For me I'd fly a Fun Cub at either field but not anything larger.

Sold my \$500 share in MR-CAC's private field years ago. Got \$250 for it. The night Melbourne Radio Control Aircraft Club was launched was an experience

for a young bloke such as myself. One of the founders stood up stark naked in the spa and hit on a new member's wife to ditch the hubby and he would set her up in a flat. Wife told hubby. Couple departed quick smart never to be seen again. Night became most unpleasant when the protagonists wife found out. Lots of screaming.

To get away from politics creeping into the Doncaster Aeromodellers Club I found some land and registered Yarra Valley Flyers to operate my commercial flying school. Put a small six man team together and we knocked off the VMAA trophy. Which was a bit of



### If we have to remain within our boundaries should we sell now and move?

fun. Membership fees from a dozen blokes covered the rent. My business paid for the mowing. Which was usually done Thursday or Friday. Nice short grass for the chaps to enjoy at the weekend. Dad threw eleven grand at an event. Laser grading the field for the Yarra Valley Air Races cost a thousand etc etc. Man was that an eye opening experience in petty politics from the hobby trade. With a few traditional pylon people telling us what we were doing wrong as well.

Today I am a member of three clubs. The NSW club I affiliate through flies off a turf farm. Its constitution allows for only ten members. Rather handy for keeping the Old Fokkers from ruining it.

Which is what happened to the Large Scale Racing Club. The constitution didn't allow for proxy votes. My dream of building a national air racing circuit stalled yet again.

A couple of years ago I joined Northern Flying Group. Host club for a VMAA 100 acre State Field is an easy sixty km drive from home. Excellent club great facilities overseen by a progressive committee. The new CASA requirement to have overfly rights in writing as part of Area Approvals won't affect NFG. I can continue to fly my 10 kg 250 kph models within the boundaries and punch up to 1000 feet. Not so sure about P&DARCS. Which is near Dad's place some eighty km South East from home. I

own a parcel of shares in the Co-Operative which leases the land to the club.

I was behind the jump at Fliteline Models when that venture started and high profile visionary people like my father were approached to use his name to promote purchasing shares in aeromodelling's future. A very interesting read on the website of the club's history by Monty Tyrell has a rather poignant point.

**"Unfortunately the early birds sometimes feel it has been taken for granted by some".** The speech by Monty Tyrell's son at the 2021 Monty Event was spot on. **"It remains a credit to all concerned who have steered DARCS through to the present day".**

## FUTURE PROOFING YOUR CLUB



Landcare's Gary Tatti with son Mark. Gary built the Thunderdome for Bob Jane, runways at Lilydale Airport and fixed the same problem the Cardinia Dog Club had on the same soil as ours. Club would get change from the twenty five grand needed to laser grade and redo all three runways with the correct topsoil to cope sitting atop the clay. Gary quit the P&DARCS years ago after his ducted fan Spectre was damaged when the nose disappeared into one of the huge cracks

In order to survive for the next generation to enjoy this is what I think the club needs to consider.

If I was Club President setting about to change what appears "**We are the greatest therefore and people will come attitude**" that has crept in. The way the sensi-

ble idea for an access gate for older people to retrieve models from out landings was treated is indicative of that. Lack of big events is another. I've had many conversations of that ilk with the late Tony Farnan and others in the hobby trade over wasted opportunities. Having pride in your club is important but when people espouse

this being the best club in the country I cringe. It has the potential to be the best club although that depends why you go there. For me it has always been about the flying and the heart and soul of any club are its runways.

Rather than put our hand out to MAAA VMAA for dosh to fix the runways we could



Check out the grass at Dogs Victoria on the Frankston Dandenong Road



Club lost the plot on this one. Model recovery gate idea thwarted by pettiness. This has duty of care problems written all over it. What about the East and West strips?

## FUTURE PROOFING YOUR CLUB



Mud is an occasional hazard but we could get rid of the bumps



Heavy models like Mark Tatti's twin turbine 30 kg Sukhoi SU 30 need smooth runways



Six times FAI F3d World Champion Chis Callow gets to fly of this turf

go back to what made a great club in the first place. Conduct events to raise money and the club's local profile at the same time.

Two big events per year could pay for new runways. A target of twenty grand nett profit per event is quite easily achievable. The Festival of Speed idea poo pooed by committee would shit that in. Transforming either the Monty Tyrrell or the Scratch built and Kit Rally into a big three day event along the lines of the South Pacific Scale Masters would work too. Publicising the fact their entry fee money would be channelled back into the fixing the grass strips might go some way to encouraging those who will no longer risk their expensive craft here. A single day event will not attract intra state and interstate modellers.

Stumping up a healthy \$10 dollar per person or \$20 per car gate fee then boring the

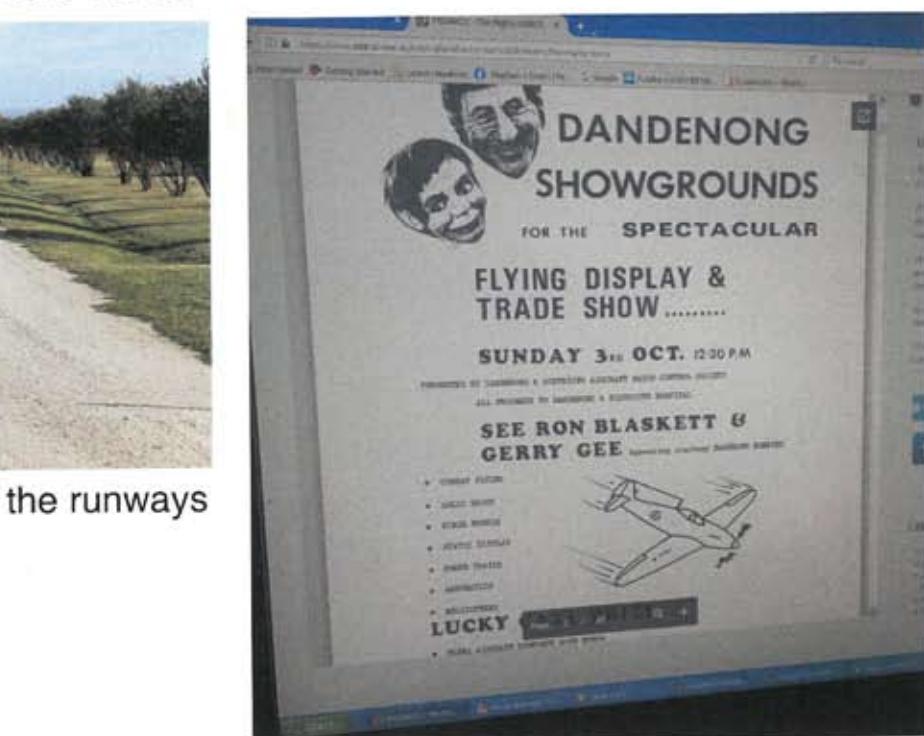
## FUTURE PROOFING YOUR CLUB



Access road smoother than the runways

crap out of spectators making them watch a bunch of old geezers doing left hand circuits with a Piper Cub won't work. They won't come back. Not so if they are entertained and the answer to that is right there in that Monty Tyrell history piece on the website. Ron Blaskett's fee for the Dutton Airshows at Caulfield Racecourse 1999 and Sandown 2000 worth every cent. Ditto for Dave Cahill at recent Sandowns. Having someone providing techno info is great but you need someone trained in the art of speaking to the general public.

The other part of conducting airshows is to attract new members. The promo video is good but what about the really important part? Signing up new members. Essentially this is a sales process and our retail point of sale material is sadly lacking. What is on currently on offer is not worth handing over. Out of date and boring.



A professional announcer is vital

An information centre where a beginner could read through or grab a brochure without seeking out a club "sales person" would work a treat. Seeing someone standing there gives the opportunity for the more enlightened members to wander over for a chat. Better than an old Fokker who doesn't want change scaring them away. A ready box for beginners to let instructors know they are wanting to be taken up is badly needed.

There are two really big changes looming in our next CASA Area Approval. The devil is in the detail. If I was President of MAAA or VMAA it would be encumbent on me to base capital grant applications towards fixing PDARCS runways on its next application for

Area Approval. A Sydney based club has been working through the overfly rights requirement and has to shift its flight paths. I have no idea what the club boundaries are. What if we had to realign our strips to tack the levi bank to operate large fast heavy aircraft?

Not a problem as we have the land but flying looking into the afternoon sun will certainly affect the ability to sell more shares. That's a hard \$1400 sale to make. Even if we offered a bitumen or concrete runway. It seems hard enough now to sell a share. Not helped if high profile people don't buy one. Most people are taking up the pay as you go offer. I would not commit any major club expenditure until the issue of our boundaries is resolved.



Space on this vacant wall should have information pertinent to getting into the hobby. Upon spotting a potential new member reading our Silent Salesman the more enlightened member can wander over for a chat and introduce them to the club. I would print up a simple two sided colour brochure in the form of a Boarding Pass with the basics of a trainer package with approximate costs, including joining



Two subtle changes to the Nth Sth strip could increase Sub 2kg operations and free up the main runway for competitors to practice at certain times, thus reducing the grumbling

The other lurker in Area Approvals is Ceiling Height. Busting the Ceiling Height is looking likely modellers could be subject to STRICT LIABILITY. This is where one has to prove one's innocence. Not innocent until proved guilty it's the other way around. As



Make them feel part of the action by signing them into the visitors book. Prospects could then be taken to this "Hangar" where a basic trainer combo is on display. A ready box for beginners to let instructors know they are ready to be taken up is a good idea

## FUTURE PROOFING YOUR CLUB



Windsock and structure moved north would be good. Metal fence at a radio control aircraft club? Time saved on maintenance often lost to dealing with nuff nuff theories Club President I would be encouraging members who fly above four hundred feet to start fitting altitude sensors right now. An opportunity for F3a and Scale Aero chaps to lead by example and put back in at the same time.

Setting the Altitude Alarm in my RCM News Racing Cassutt to one hundred feet below the Ceiling Height is my defence if having to explain to a Magistrate what measures I took to prevent that occurrence. Ditto if I was to appear as President representing the club.

The other change would be to encourage commercial instruction. Our club has

a few young people worth encouraging them to take up the load of teaching beginners. Which could fund their hobby. It's a win win. Establishing a Beginners Ready Box might encourage some of the others who themselves once benefited from being taught to fly. One flight for me, one flight for a beginner

would go a long way to taking up the slack.

"I put the young man's shoulder to the wheel" is a line in a cool Ross Wilson country style song. Strikes a chord. Ha! When the push to purchase this flying field was on much of the work was by done people still working.



Excellent grass strips at Charles Kingsford Smith field at Pittown Sydney. Only a 400 foot ceiling nevertheless a fantastic place to fly. Due to a neighbour denying overfly rights the club is realigning its runways

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### Western Australia Model Aircraft Sports Centre at Whiteman Park

Whether any of these ideas are of interest remains to be seen but more of the same? Not my problem it will see me out? Sixty might be the new fifty but unless changes are made I cannot see this club remaining viable in fifteen years time. Flying large models is a growth area within the hobby. There are some amazing aircraft out there but we don't see them at the club. Our strips really need to be improved if the club wants attract those fliers. Take a look what's on offer in Northern Territory and Western Australia. International competitors at an FAI World Cup praising the facilities a few years back were just being polite about the runways.

I cannot recall RCM News ever being asked to support the club. No mention of my father in the Mighty DARCS article from those early years is easy enough to explain. He had better gear and was just better at aerobatics, pylon and



Runways self funded by Alice Springs Model Aircraft Club

helicopters than the Hobby Hangar- Futaba Sales gang. Max Tandy hovering his Micro Mould Lark over Dad's head whilst he flew the infinitely more impressive Kavan Jet Ranger around at a DAC Airshow. That sort of behaviour was typical. Tony Cincotta became noticeably absent at an airshow at VFL Park. Dad's model suddenly lost control and went in full throttle into a housing estate across the Sth Eastern freeway. Driving out to find the wreckage he spotted TC driving back in. Shot down again?

AGM a few months away I am not making a case to become Club President. Still working, don't have time and way too much inertia to overcome. Club has spent enough dosh on tractors but I would vote for someone with new ideas. How many are on the list wanting to sell their share would be interesting to know. Dad and myself have a few successful events behind us

and our new suggestions discounted (ignored) by committee is fair enough. My interest in contributing remains stalled until my father is reimbursed for the money spent on that half finished gate. Penny pinching is a good way to kill a club. People on committee pushing commercial interests by stealth is another. MAAA is leading the way on that score. Vendor neutrality and visibility is vital. Pretty shabby.

To attract locals and make it more inclusive of local community I would leave the sign as Burley Field but re-brand and pitch the club as Cardinia Model Airport or Cardinia Miniature Airport. Club President Bryan Harper's add on sale idea at Cobram Air Races enticed Saturday spectators to return on the Sunday. A secret code for free entry we got em again at the kiosk. Food made four grand that weekend. Encouraging youngsters to instruct would inject some badly needed young blood. They all have teenage friends.

# HOBBY SHOP WARS

What's the best RC Trainer? The short answer is it doesn't matter all that much. Having sold heaps and taught heaps of beginners to fly myself, some are certainly better than others but if you have been sold one by a hobby shop that should do the job quite nicely. Of course hobby shops have been dropping like flies. Magazines too. Where are your club's beginners going to come from?

Fifty years ago hobby shops the norm was two or three channels with a 2.5-3.5 cc engine. One couldn't possibly start out with ailerons nor fly in the wind. The popular Marcsman plan do-



If you look closely the Brigand FAI pylon racer sits atop one of the kit racks in advert below

ing the rounds in Melbourne morphed into Hustler Mk 1. Some 8000 Mk1, Mk 11 and Mk 111 kits sold over the decades gave many a start in RC however from a commercial perspective my early memories of the Hustler were not waxing lyrical like modellers on the Aeroflyte Facebook page. Known faults

like wing failures and that infernal rubber band undercarriage system letting go and knocking off the low set tailplane long forgotten.

Fliteline Models operated for a little while before we stocked Aeroflyte. Southern Models did not want to upset Kraft Systems and Futaba

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Happy Flying.

Nationals winning Graupner Cumulus glider front and centre as Mum and Dad pretend to serve a customer for the photoshoot. Yours truly packing a mail order

Sales Australia's retail outlet the Hobby Hangar. A fortnight after the company's Victorian sales representative finally wandered in to check out Melbourne's most expensive hobby store we started selling Aeroflyte. The word not to shop with us because we had carpet therefore people would be paying too much was spread by other hobby shop proprietors.

O'Reillys had the cheapest radio set on the market. Manufactured by MRC our lowest price entry level powered trainer package was the MRC 774 dry battery set with three channel MK Happy 20 kit and OS .19 engine. Glider combo was the 2CH Futaba

set and Aeroflyte Trident and we often sent customers to the VARMS gliding club. Up selling to the four channel Happy 20S kit cost an extra \$6. Plus another servo.

School is out Friday afternoons I used to knock over the pushbike trip from Templestowe to Sth Melbourne in forty five minutes. The bike returned home with me in Dad's Escort panel van Friday night. Saturdays we closed the shop and operated our Saturday afternoon flying school at MARCS. I never saw the money because the deal was the \$25 a week went towards a car when I turned 18. I can still picture Dad's face when I started

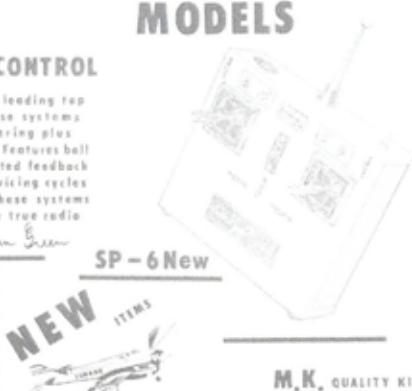
talking about getting a car. The thousand bucks ended up being a deposit for a new Escort panel van. Salesman at Melford Motors threw open the rear doors cheekily stating "you will get a decent mattress in there. Thoughts of girls hadn't really dawned on me. Embarrassed yes because I was only thinking model planes for that mattress. Bank manager completed the paperwork then looked at me dead pan and said "he couldn't approve the loan. He didn't have a pen."

Mike drove the 1.3 litre van to Sydney to operate the shop. Mine had the 1.6. Dad might be interested to know they were pretty much iden-

## FLITELINE MODELS

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55mm	1.52				
60mm	2.03				
70mm	3.05				
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90mm	4.50				
100mm	7.10				
115mm	12.00				
125mm	22.40				
135mm	32.89				
145mm	53.89				
155mm	74.89				
165mm	95.89				
175mm	116.89				
185mm	137.89				
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chase was often rubbed. Our Saturday afternoon flying school fixed that problem. Mike experienced the same in Sydney. He quickly switched away from Waringah to a club in St Marys.

Mid 1980s beginner experiences at the DAC Club were often mixed for the same reason. I was offering commercial RC instruction amongst Jeff Foster's Team ABC Models versus Tony Cincottas Team Saturn Hobbies versus Cliff McIvor's Team Hawthorn Hobbies. The latter sent me clients. The other two didn't. When the customer started landing a few weeks later they went back to purchase the starting gear and their next model. A point lost on the other business.

So many newbies have been lost to the hobby by a modeller pushing his own or a mates hobby shop's barrow to subsidise



GI Joe in the cockpit caught photographers eye and this pic was the main feature in a double page spread in the metropolitan daily newspaper. To this day the model helicopter remains a great PR photo opportunity

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S0.5 5.00 - 7.00 H x 2.00 W x 2.00 L  
S0.10 10.00 - 12.00 H x 2.00 W x 2.00 L  
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## HOBBY SHOP WARS

Radio Control Model News Magazine Special Issue

## PILOT NOTES

# Flyboys



## E FLITE Apprentice S

by Stephen Green

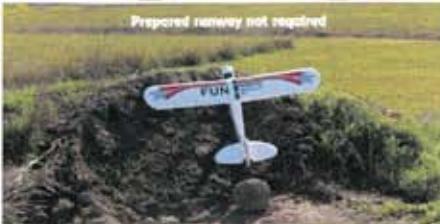
This is a very interesting and challenging paper. There is, however, a Ready-to-Fire or not key introduced to the model. This is not a good idea. It is better to have a key that is only used when the model is in a specific state. For example, the Ready-to-Fire key can be used only when the ATR function is active. This will make the model more robust and easier to understand. The paper also lacks a clear explanation of the ATR function. It is not clear what the ATR function does and how it interacts with the other functions. The paper also lacks a clear explanation of the ATR function. It is not clear what the ATR function does and how it interacts with the other functions. The paper also lacks a clear explanation of the ATR function. It is not clear what the ATR function does and how it interacts with the other functions.

Ductile Iron

Radio Control Model News Magazine Very Special Issue

**LOT NOTES**

# Flyboys



## Multiplex Fun Cup

by Stephen Green

In a world that constantly demands cheaper products from utility shops and manufacturers, the very rare page review article compiled over a six year period was written to give proper preparation or specify a little check, this innovative option has constantly taken its users from configuring virtual approaches into a better user base's choice. Most users believe that my original is still flying. I've become used to

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#### REFERENCES

Two eBooks written for beginners going it alone

their hobby. Being told they couldn't learn to fly because their purchase wasn't suitable frustration got the better of them and they tried by themselves. Rubbish like that continues today but this is what changed.

In 2008 Horizon released the E Flite Apprentice. A few short years later upgraded to the S with stabilisation. Metro Hobbies is a large general hobby shop and its not far from the Doncaster Club field, some 16 km from Melbourne

CBD. Not a specialist RC business its plane section is pretty much all PNP and RTF foam. Topping up promotional material for Sandown I have met quite a few beginners purchasing spare tailplanes and cowls for their Apprentice from that retail outlet. Blokes tried the local club (DAG) but went out on their own.

That's the short version but my answer to what the best trainer is quite simple. It's whatever the person rocks up with. Even if they were ad-



Phil Kraft Ugly Stick built from the original 1960s plan

vised against their P51 purchase, that represents an opportunity for your club to gain a new member. Don't send them packing. If the model is airworthy at least fly the thing. Then give them a go on the club trainer.

The other factor was and still is the length of the learning process. This is where choice of model has an impact. Fifty years ago people were being sold something like a Mark-man. A shit box fuselage three channel design with the wing rubber banded on top with loads of inherent stability. A concept still being peddled today by some.

A year ago I scratch built this Ugly Stik from the original 1960s Phil Kraft plan. How ahead of its time and well this model flies reminded me yet again that a modern design that goes where it is pointed is much so easier to instruct with. Neutral stability in bank means the student does not constantly have to re-apply or hold aileron in the turn to stop it rolling out. The opening article in this issue confirmed yet again that with an experienced instructor, interested in teaching in wind, the traditional inherent stability concept has passed its use by date. For most beginners. Perhaps this sub 2kg idea is not ideal for over 70s.

## The Leading Edge

What a six months it has been. I don't think I've been any busier in my entire life. What with being Chairman of the Organizing committee for the recent World Championships, then overall Contest Director, plus getting a new magazine off the ground, modelling has been placed on the back burner. Hopefully however, the New Year will change that.

The World Champs was a great success, the general comment from the competitors was it was the best one ever held. That's high praise indeed, coming from flyers who have been competing since the late sixties. It was a tremendous team effort by Australian Aeromodellers and I felt privileged to work with them all. We had people giving up their time, coming thousands of kilometres, paying their own way, just to be part of the largest modelling event ever held in the Southern Hemisphere. The Wangaratta Aeromodellers, my friends on the committee, the modellers at the event; one only had to ask and it was done. There are very few events in a lifetime, where everything just seems to click but this W/C was such an affair. It's unfair to pick out a few names to mention, there were just so many doing a fantastic job, but surely Dr Max from Port Hedland in WA, coming to help with any medical problems, Ross and Keith from Darwin, lugging their Spectrum analyser and test equipment all that way, to process and monitor radio interference; they are an indication that the true spirit of aeromodelling is alive and well in Australia.

To be in Wangaratta in October was to be a proud Australian and I thank you one and all for making my dream come true.

So what does it all mean to Australia and the vast majority of sport flyers? This is the fourth World Championships held in Australia. F3B glider, F3D pylon racing, the free flight championships and now the combined F3A, F3C and F3D. The previous three were all credited with being well conducted

and excellent events. That this latest World Championships was stated by many International competitors as the best they had ever attended, just adds more feathers to Australia's cap. It all contributes to lifting Australia's international image. One offshoot of this lift in our image, is to make it easier for the trade to deal with the multitude of overseas manufacturers, many of whom had representatives at the World Championships. It opens doors, it makes it easier for those who follow. This ultimately reflects in the availability of the latest model products in our hobby shops, maybe even a leads to a better buying deal and cheaper hobby shop prices. We all know that in this very complex world, it's who you know, not, what you know, that makes the wheels go round.

The magazine had a very successful launch. Thank you for the many letters of support and encouragement. If the letters and phone-calls are any guide, Radio Control Model News appears to have satisfied a definite requirement in the modelling marketplace.

The comments that best sum up the philosophy behind the magazine were, I read the articles and actually understood what I was reading about. Another comment made was, the mag is certainly aerobatic orientated. To a certain extent, I would agree with that assessment. The reason for it is simply, what do you do after learning to fly around, land and takeoff with your four channel trainer. The type of model that is chosen by the great majority of entrants to our hobby. Well it's not scale, you can't soar with it, maybe you can race it in sport pylon. The easiest thing you can do, all on your own, is loop and roll and spin and continue to improve your flying skills. That is the reason for the aerobatic content.

The availability of the magazine in newsagents appears to be a bit patchy. If unavailable at your newsagency, please let us know the name and location we can try and get some copies into it.

Remember also, that the magazine is available in many Hobby shops and by subscription. If your local Hobby shop does not carry the mag, please let us know and we will see what we can do.

The week after the World Champs, I came down with the flu, really bad dose and couldn't do a thing for over a week. This made this issue a pretty rushed effort.

Despite many previous attempts, there is now available a production model jet engine. Time and the market will tell us if the concept is successful. A engine of this type brings up an interesting point, how do you measure the capacity of a jet engine. There's no cylinder and stroke to measure, but I'm sure the rule makers, will find a way.

On the subject of articles, in the next issue we will conduct a readership survey to find out your preferences for content. We can then tailor the magazine towards our readers interests. And we do welcome articles from our readers and we do pay for those published. I can assure you, it won't make you rich, but may go towards helping your modelling budget. In this issue we welcome David Garner as Pylon Racing Contributing Editor, all we now need are the services of an oldtimer and a ducted fan Contributing Editor. If you know of any please contact us.

Please remember to mention the magazine when buying your next model products. Finally, both Dorothy and I wish all modellers and especially our readers, a very Merry Xmas and a Happy New Year.

Unless we meet on a flying field somewhere, till March, keep the sticks moving.

Brian Green.

Just before going to press we heard that Gordon Burford, long time modeller, Taipan engine designer and manufacturer, past MAAA secretary, is ill in hospital. On behalf of all Australian, and I'm sure, all modellers world wide, we wish Gordon a speedy recovery to good health.

# OBIE ONE visits the WORLD CHAMPS

Excitement plus; I arrived at 9am Thursday as due to work commitments I had missed out on the F3A seminar and two days of competition. The admin centre was housed in the hangar next to the restaurant and was alive with people, scoring computers (enough to start your own computer shop) and souvenirs, all very impressive. The organizing must have been one BIG job, there were people browsing, others with a purpose and me. I reported to the F3A event director, Henry Hutchinson and was told I would be lucky to get a job to do here or anywhere. It was great to see so many enthusiastic workers who were really enjoying being part of these World Championships. So I was in reserve, ready to help out when called, so off I went to the Pylon racing that was flying at the far end of the airport runway. Every frequency in use was continuously monitored for interference, with the output from each scanner fed into a tape recorder. If any flier claimed interference, the tape could be played back for their benefit. I believe there were no cases of interference during the whole competition.

The pylon racing was incredibly close racing. The Americans really had their act together with tight fast racing lines, good starts and good engine runs, a very polished act. The English team (O/K the Poms) impressed me with their Spitfire models and having a Fosters or two between rounds. The Japanese looked serious with spick and span models, the Germans the same, oh, I could go on for ever.

The look of disappointment on some competitor's faces told another story. The OZ team were having some

incredible bad luck, but the proud feeling when each of them went forward to fly was great. After a round on the last day, there were tears in the eyes of one Japanese flier when they had produced their best racing. He could hardly stand up and had to be supported by others.

The helicopter crews were turned out in their team colours and all had incredible models. What a sight under the large pit marquee. It was obvious to me that the difficulty in performing the required routine in the blustery conditions was a real challenge. The long slow roll, the autorotation landings just left me speechless.

The Pattern, or F3A was seen by onlookers as, watch the flight, then get to the score-board to see the score that was posted about ten minutes after the flight ended. It was interesting to see people judge a flight, say it was worth a score of 515 or 490 points. The old impression judging bit eh BW.

When I arrived the first two rounds were over, Ivan Kristensen winning round one and Chip Hyde winning round two. This left Chip in first by five points from Ivan with Hanno Prettner another two points away, how close could it be. Peter Goldsmith was holding down thirteenth place for Australia. Hanno



**Chip Hyde**  
**F3A Aerobatic World Champion**

Prettner was and still is my aeromodelling idol. He has been setting the standards for years, and only now are others starting to catch up. He doesn't believe in super slick trick gear, just what's necessary to do the job. His model doesn't tear around the sky at incredible speeds, the supercharged OS120 on 10%



**Winning Canadian team. From left, Greg Marsden, Dave Patrick, Ivan Kristensen, T/M Cheryl Marsden. All have competed in the Kraft Masters. Is there a message here somewhere.**

## OBIE ONE visits the WORLD CHAMPS

nitro throttled back but still enough to do the job. In my books and many others, one hell of a competitor and person and helped along by his ever supportive father.

I've been a four stroke user for some time now, so I will probably favour four instead of two, but as an outsider looking in, the four's certainly had it over the two's. Even though Chip Hyde used a two stroke Webra, I'm sure that if his sponsor said "use a diesel," he would, and would still go well.

At the end of the four qualifying rounds, the big interest was would OZ get into the top five in teams. Close, but just pipped by Liechtenstein by 4 points in 8000 or 0.0005%. So it was sixth place for Australia, the best result ever, with Peter Goldsmith in 14th, Eddie Edwards in 21st with Steve Coram holding down 25th. All doing better than previous and a credit to our country. So in teams, Canada was first from the USA and Japan. Australia was 7.5% behind the Canadians, not a lot to make up next time. Leading the individual was Chip Hyde from Quique Somenzini by 25 points with Hanno Prettner still in third a further 47 points away. Now the big interest was the flyoff of the top twenty percent. With sixty-five entries, Pete just missed out, only one more entry and he would have in the flyoff.

Our Australian team did a fantastic job placing sixth, maybe needing just more International experience to cope with the incredible pressure of World Championship competition. You could see the strain on their faces before and after every flight, but couldn't dampen their enthusiasm. It was very noticeable by a few of us, the way that some teams supported each other. For example, when a Canadian flew, the whole team in their impressive uniforms right down to matching shoes, stood behind the judges line. At the end of the flight they would clap and cheer, then discuss where the flight may be improved in the next round. A team, team, team, effort. Then there was the Polish flier, just managing to fly the pattern with a very wobbly flight. But I'm sure his effort was as great as any others.

On Saturday, the first flyoff round started right in front of the terminal building, with hundreds of spectators gathering to watch the business end of the competition. The flying skills were fantastic in the strong crosswind, as the top thirteen battled it out to improve their position. At the end of the round, Chip was still the one to beat. So it was back again on Sunday for the final show-down. The models were fantastic, I was asked to stand back a bit as my dribbles were sticking to the incredible paint jobs, gleaming better than the crown jewels. The basics were still used but in many different ways. The Japanese planes were everything I had dreamed of, \$5000 could get you one if you were known F3A world class flier. Bertram Lossen's plane would have to close to perfect, plug in fibreglass wings, same as for the rest of the model. One model had fixed gear with nice white wheel spats that looked great in the air. Another had cheek cowls on the inverted YS120 four stroke.

Sunday dawned with a fair breeze blowing down the strip and, boy was the pressure on! But no one was going to deny Chip the World Championship on his twentieth birthday and that's how it ended. First Chip Hyde of the USA, second, Quique Somenzini, Argentina and third, a big improver with a BIG model, David von Linswe again from the USA. Ivan Kristensen in fourth with Hanno's reign coming to an end in fifth place, but a truly great champion he always will be. Highest placed Australian in fourteenth was Peter Goldsmith, the highest placed un-sponsored flier. That means he buys his own radio and equipment, but great news, he has been offered sponsorship by JR of Japan and well deserved too. Incidentally, two of the top three individuals and all of the winning team, have competed in our Kraft Masters. I'll close with these words: Eddie Lo of Kraft Systems, the APA, what a job you all did, and I'm proud to be an Australian.



A thoughtful Chip Hyde before his flight



Prathug Vongprasert, Thailand,  
with a scratch built Supra Star.  
Won quietest model award with 85DB.

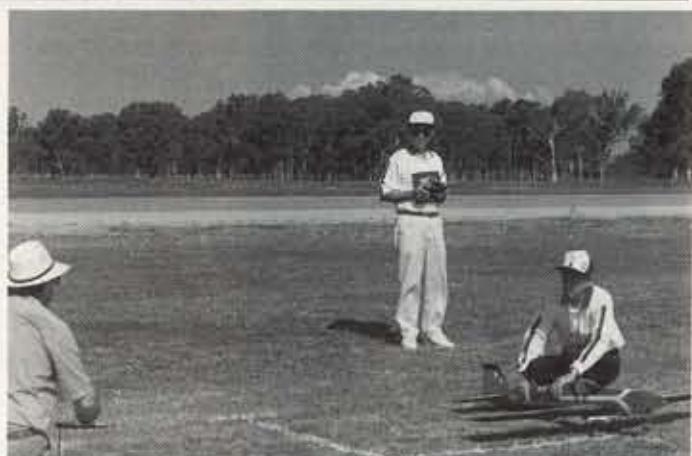


Hatta of Japan's Explorer, JR Radio  
and Supercharged OS 120 four stroke

OBIE ONE visits the WORLD CHAMPS



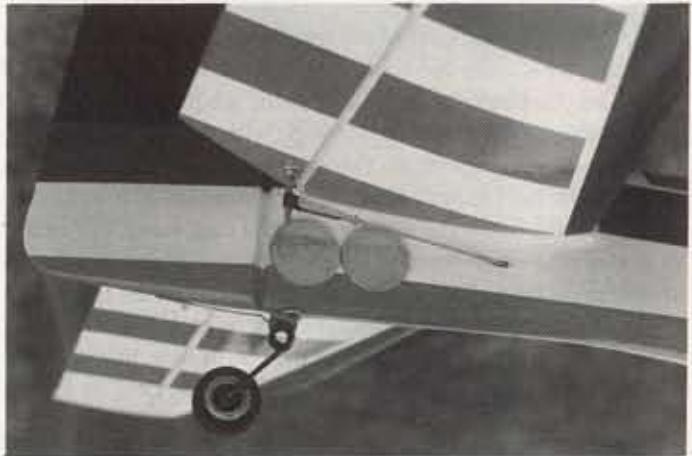
Three happy and one tired face. From left, 3rd David von Linsowe, Chip Hyde 1st and Quique Somenzini 2nd. The tired one is Henry Hutchinson, F3A Event Director.



Patrick holds Mok's model while Cliff Mciver gives it the noise test. First World Champs ever for Singapore fliers and they say they won't stop now..



Steve Coram, Australia, deep in conversation with Hanno and Hans Prettner. Hanno always ready to talk and pass on knowledge.



A new use for OZ 50c coins. There are two on the other side as well. That's two dollars of rearward CG shift. How many millimeters do you get for a dollar these days.



The Matador of Peter Erang, Germany. Graupner MC18 radio, OS61 Hanno motor.



Twin Silent's of Naruke, Japan. Futaba 1024 PCM radio and YS 120 four stroke motor.

The next F3A, F3C World Championships are in Austria, 1993.  
Why not plan a holiday and at the same time support our Australian team members.